Male Voice: Senator McClellan is waving his hand, but he seems more… strike that. However, the ladies seem to have a better way… strike that. However, the ladies seem to… However, the ladies… strike that. However, the ladies know how to handle Senator McClellan. And here we see him somewhat... And here we see him… strike that. But the ladies know how to handle senator… strike that. But the ladies know how to handle Senator McClellan. And here we see them handling him in a eyeball to eyeball confrontation. DRIVE successfully combated the secretary… strike that. DRIVE successful… strike that. DRIVE played a major role in the extension of minimum wage and overtime pay benefits to hundreds of thousands of agricultural processing workers employed by non-union canners and competition with other workers under Teamster contract. DRIVE provided a job security bonus for Teamsters in the building and construction trades by assisting passage of an amendment, the Davis-Bacon Act, which includes fringe benefits in the concept of prevailing wage, thus enabling contractors to compete for government jobs on an equal basis with non-union contractors. DRIVE's role in the defeat of attempts to impose a Highway Users Tax has been given official recognition by the trucking industry. DRIVE saved the industry $3.8 billion at this session of Congress. DRIVE is spearheading the demand for mandatory standards for highway safety. The congressional testimony of President Hoffa and the spectacular demonstration of new truck safety equipment witnessed by members of Congress have focused attention on the inadequacy of ICC enforcement of its safety regulations, which have caused more than 30,000 truck accidents and inflicted more than 50 million in property damage. DRIVE has spearheaded the fight for President Johnson's efforts to establish a Department of Transportation at the cabinet level. DRIVE organized a special industry labor luncheon inviting Morris Forgash and John Bridge to address a joint committee of the House and Senate government operations and commerce. DRIVE amendments to the parcel post rates bill produced the first such legislation history which forces parcel post to operate in the black. The DRIVE campaign resulted in the protection of 40,000 Teamster jobs at United Parcel Service. DRIVE supported and offered strengthening amendments in Medicare. Over eleven DRIVE suggestions were accepted and incorporated into the federal aid to education bill. Many of the shortcomings of Medicare that were predicted in DRIVE testimony are now coming… coming. Many of the shortcomings of Medicare pointed out in DRIVE testimony are now coming to light. Senator George Smathers of Florida is being interrogated by the Teamster ladies, who are seated in the senators' seats in the Foreign Relations Committee and questioning Senator George Smathers as he sits in the witness chair. Honest analysis of the countless legislative accomplishments of DRIVE produces a realization that our work has only begun. Nevertheless, DRIVE will not rest until it attains its ultimate goals. During the past five years, DRIVE testified on… 44 major pieces of legislation. Progress toward these goals has

been modest but steady, consistent. For example, we have made advances in Medicare and federal aid to education. We are on the point of making a reasonable advance in minimum wage legislation. On the other hand, unemployment compensation laws have not been improved. The defensive task is always with us. And the derived principle of preventing passage of more anti-labor legislation has been achieved. Further than that, DRIVE is continuing its fight against governmental intrusion into the privacy of our union, our membership, and the average American citizen. OK, now I've got to get out of here.